PROPOSED GARAGE AT CIA HEADQUARTERS, LANGLEY, VIRGINIA
GSA PROJECT 09799

ENVIRONMENTAL DESCRIPTION

I. Project Description

The Central Intelligence Agency has for years maintained a small repair and storage garage at various locations in Arlington County. Dispatching activities and parking of the fleet of vehicles in the motor pool are accomplished at the Langley Headquarters site. Dissatisfaction with leased facilities and a need to improve operational efficiency have resulted in a decision to consolidate the motor pool functions into one facility at Langley. Estimated operational savings from this proposed consolidation at Headquarters amounts to $118,000 per year, thus amortizing the cost of construction in 10 years.

II. Probable Impact of the Proposed Action on Environment

This project will have no significant impact on ecological systems, historic or cultural resources, or economic balances of the national capital region.

Relocation of the garage facility to Langley will cause only a minor change in local traffic conditions since the motor pool and the dispatching service are already centered at the Agency Headquarters. The increase in the number of vehicles kept overnight on the compound

will be less than 25. Colocation of the garage with the motor pool will eliminate traffic on Virginia roads now generated by an off-site garage.

The new facility will significantly improve health and safety factors for employees by providing them with a building designed to provide proper safeguards against hazardous conditions.

This project will have no effect on regional economics or housing. It would cause only a minor personnel shift (13) to Langley. The employees affected have for years worked at several locations in Arlington County and presently live within 45 minutes commuting time of their present work location. Commuting time to the new facility will improve for over 80 percent of these employees. Their housing and transportation needs will remain the same; none expect to change their place of residence.

III. Probable Adverse Environmental Effects

An adverse effect which cannot be avoided will be the increase in developed site acreage; however, this will be offset through landscaping. Protection of the physical environment has been considered in the design of the project. Grease traps and air filters to arrest pollution of water and air have been provided in the garage. Landscaping with ground cover, shrubs, and trees will replace and supplement trees that will be removed. Protective action against erosion and stream silting during construction

is required by the construction specifications. These specifications are in accordance with the Environmental Protection Agency's Guidelines for Erosion and Sediment Control Planning and Implementation, and the Erosion and Sediment Control Ordinances of Fairfax County, Virginia.

IV. Alternative to Proposed Action

The alternative to the proposed action is to continue the existing off-site garage operation which has proven to be unsatisfactory, both from the standpoint of security considerations and inefficient utilization of manpower.

V. Relationship Between Short-term use of the Environment and Enhancement of Productivity

Commitment of the site for the proposed use, while not detrimental to the local environment, will release present garage facilities for more appropriate commercial ventures and will enhance productivity of Agency property and personnel.

VI. Irreversible and Irretrievable Commitments of Resources

There is no irreversible or irretrievable commitment of resources other than the monetary resources required for the proposed construction. It is anticipated that increased efficiency will result in savings that will amortize the project in 10 years.

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PROJECT DATA

I. Project Manager

The CIA project manager is the Chief, Real Estate and Construction Division. The project was designed under the auspices of the Design and Construction Division, Office of Operating Programs, Public Buildings Service, General Services Administration.

II. Narrative Description

The proposed project is to be located in the service area near the west boundary of Agency land adjacent to the powerhouse, the electric substation, and two employee parking lots. Construction of the building will necessitate removal of about twenty trees, 8 to 12 inches in size, and some scrub. The garage parking area is to be located in what is now a treeless open field. Slight relocation of a surface drainage swale will not impede established runoff patterns and will be adequate to take on increased runoff from the proposed hardstand and roofs. Likewise, the drainage structures into which the swale flows are adequate to accept the drainage increases. Protection against erosion and stream silting during construction is assured by

requirements in the contract specifications for cover on exposed earth slopes and temporary desilting basins. The landscape plan design includes provision of new screen planting around the building and parking areas resulting in a net increase of trees over that of the existing conditions.

III. Site and Building Data

a. Site Area: approximately 4.0 acres on Agency-assigned property.

b. Building Size:

Length: 189 feet and 4 inches

Width : 71 feet and 4 inches

Height: 26 feet and no inches

c. Building Area:

Site coverage : 13,928 square feet

Gross floor area: 16,643 square feet

Net floor area : 15,595 square feet

d. Landscaped Area: approximately 1.7 acres

e. Paved Areas:

Access drives and walks : 0.76 acres

Canopy parking 96 vehicles : 1.0 acres

Employee parking and grounds equipment: .21 acres

f. Utilities:

Steam, water, sewerage, and electric requirements are to be served by existing central systems. All

connections will be underground. No additions to the capacity of central systems will be required.

g. Exterior Finishes:

Color and texture of finishes will be compatible with existing adjacent buildings. Walls, masonry with cement stucco; columns and beams, exposed concrete.

IV. Employment

This project will relocate the place of work of 13 employees and will not generate new employment. Of the 13 employees, none are in the low income group and 9 are in the moderate income group.

V. Traffic Considerations

Traffic congestion on and off the site will be reduced due to the fact that the vehicles will be serviced on-site rather than traveling twenty miles across Virginia highways for servicing. On-site conditions will be improved by removing motor pool vehicles from existing loading dock and parking areas around the Headquarters Building.

VI. Parking

STATINTL

Official vehicles = [redacted]

Visitors = [redacted]

Employees & grounds equipment = [redacted]

STATINTL Ratio of employees to parking is [redacted]

VII. Relocation of Housing and Businesses

The project will not dislocate any existing private residences or businesses since the site is located on Federal property.

VIII. Schedule for Construction

Subject to project approval in December 1972, the following tentative GSA schedule is proposed:

Invitation to Bidding	19 January 1973
Contract Award	19 March 1973
Occupancy	20 June 1974

IX. Project Funding

Funds in the amount of $1,050,000 have been transferred to GSA to cover design, construction, and contract management costs.

X. Housing Considerations

No housing for employees is required on or off the site.

SCHEMATIC PERSPECTIVE

This artist rendering illustrates several concepts contained in master plan structures such as perimeter corridors to maximize office layout efficiency and flexibility, tunnels for pedestrians and utility lines, subgrade auditoriums, laboratories and computer spaces, and open air promenades to provide a security/access interlink between buildings.

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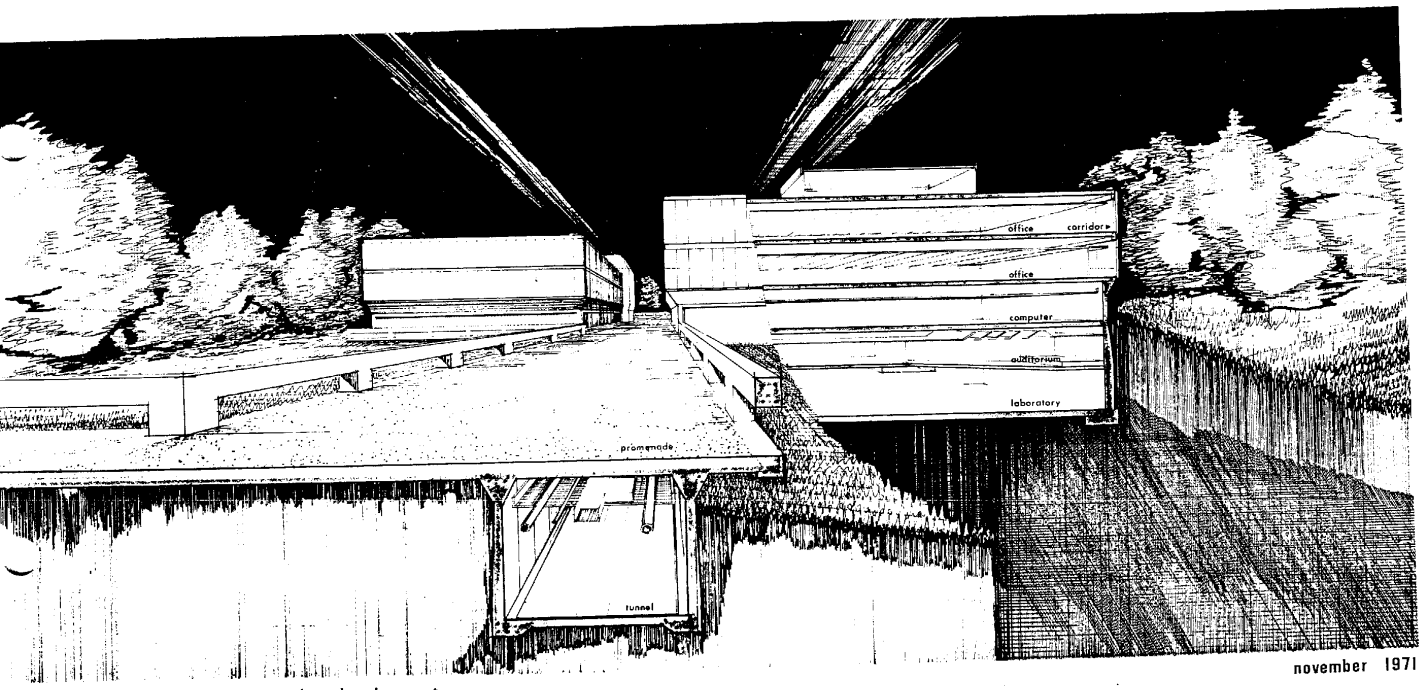

november 1971

schematic concept for master plan development

CURRENT RUSH HOUR SITE ACCESS CONDITIONS

This chart depicts in graphic form the present utilization of the three site access roads during rush hours (7 a.m. - 9 a.m.) by place (VA, MD, DC) of residence.

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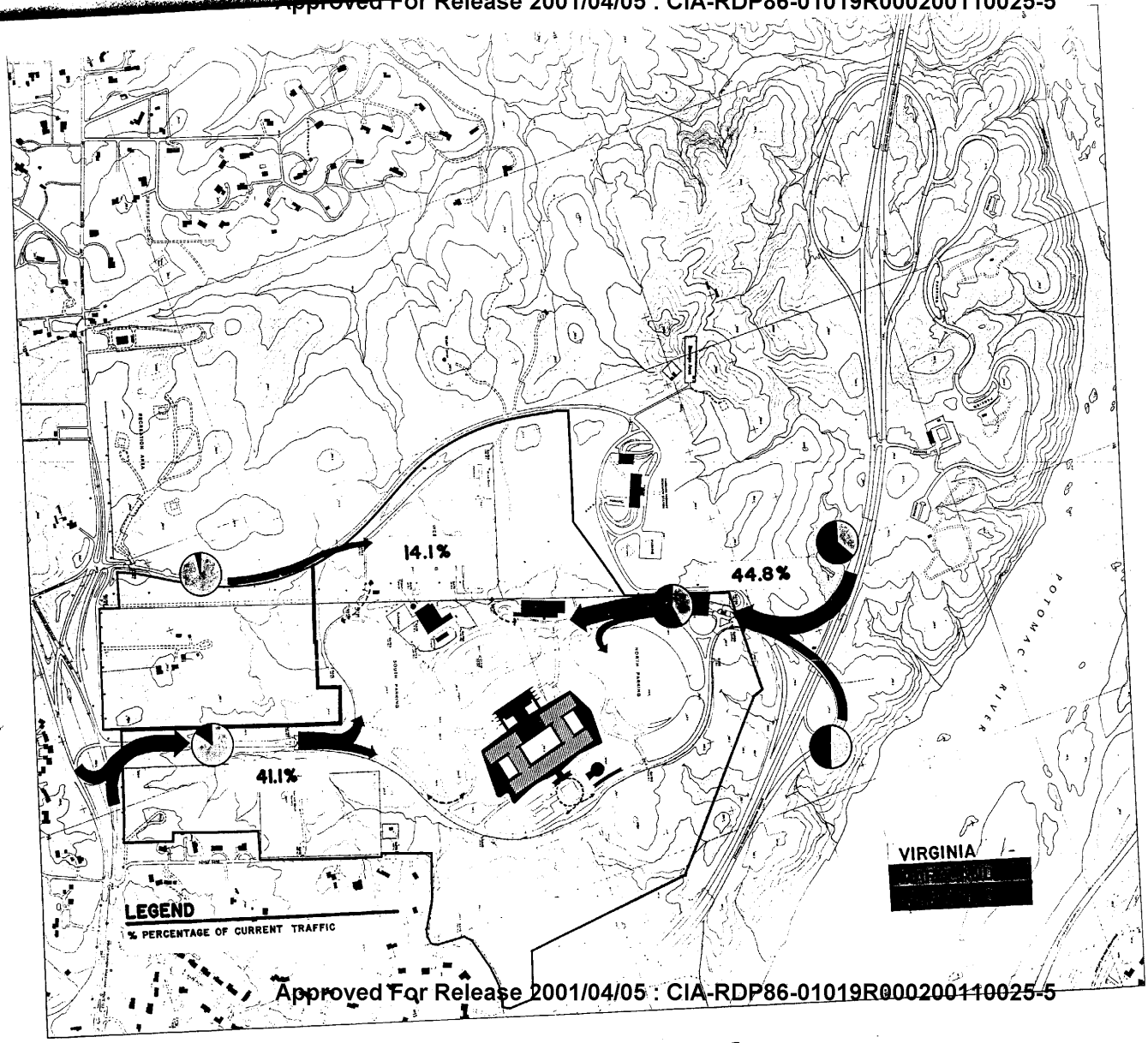

PROJECTED RUSH HOUR SITE ACCESS CONDITIONS

WITHOUT ROUTE 193

This chart shows the projected rush hour site access conditions with no improvement to Route 193.

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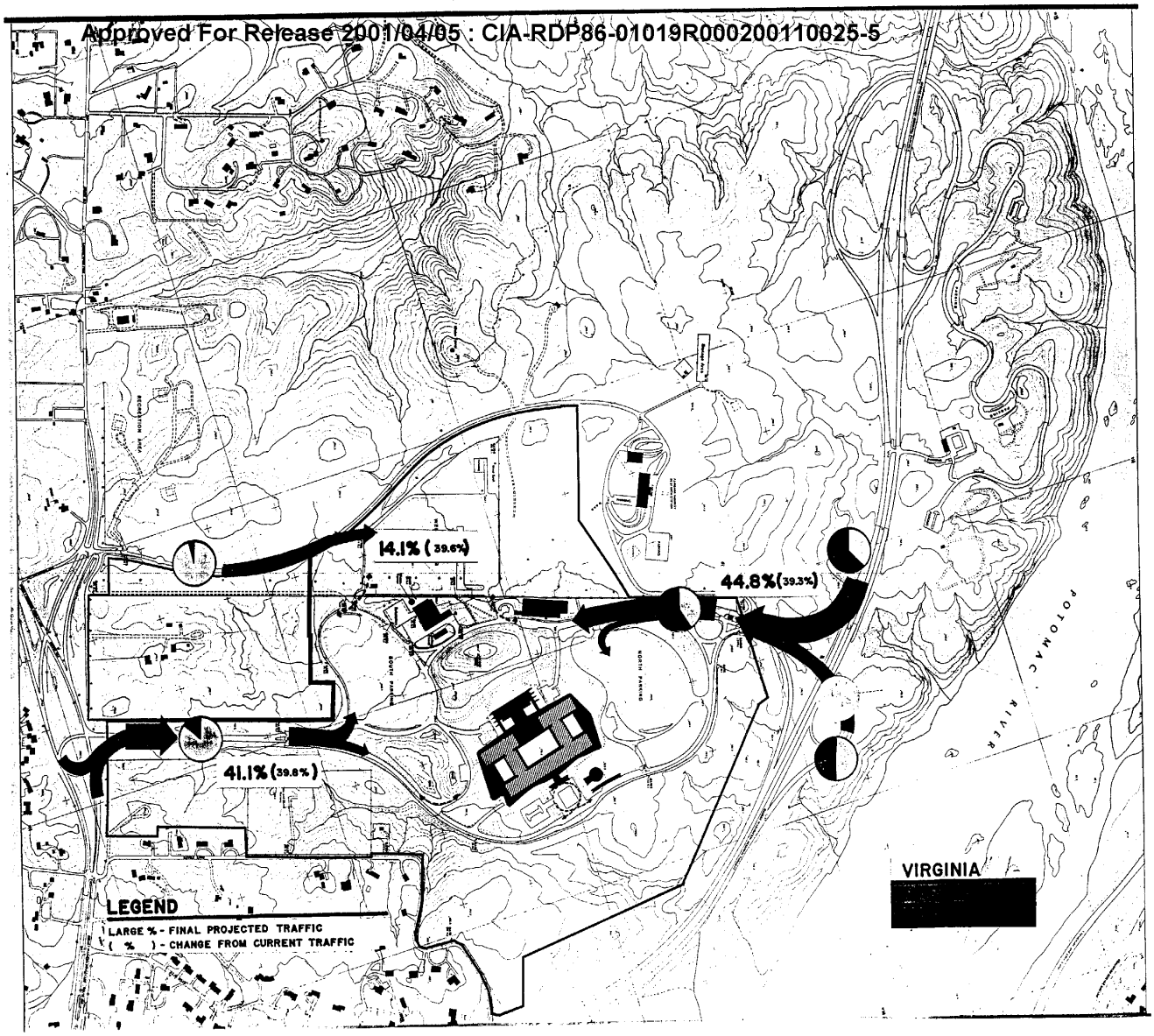

PROJECTED RUSH HOUR SITE ACCESS CONDITIONS

WITH ROUTE 193

This chart shows the projected rush hour site access conditions with Route 193 made into a rural arterial highway as programmed by the Virginia Department of Highways for 1985.

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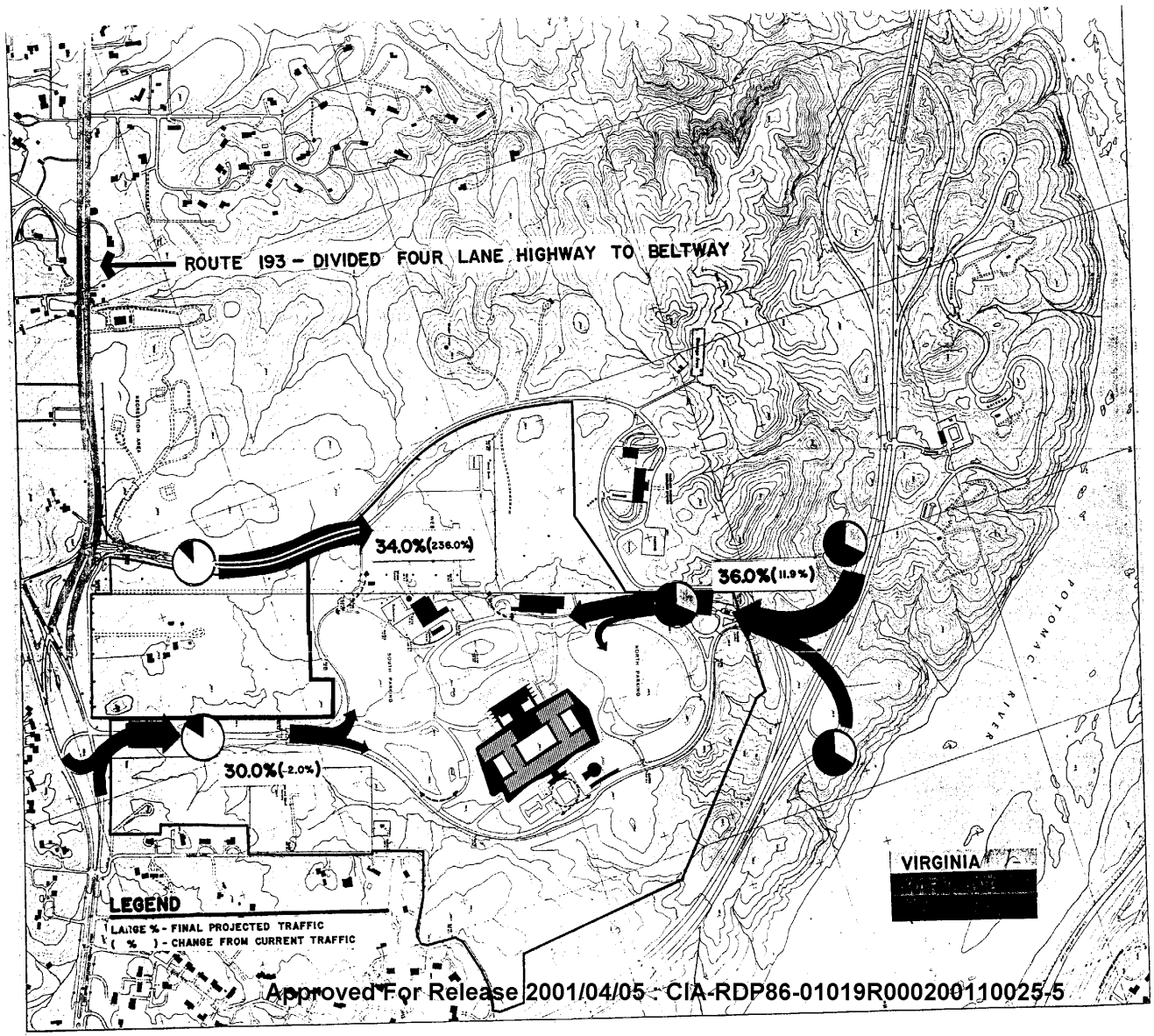

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CHART-AGENCY PERSONNEL

Washington Metropolitan area percentage distribution of Agency personnel by residence change from original occupancy of Headquarters (1961) to current distribution (1972).

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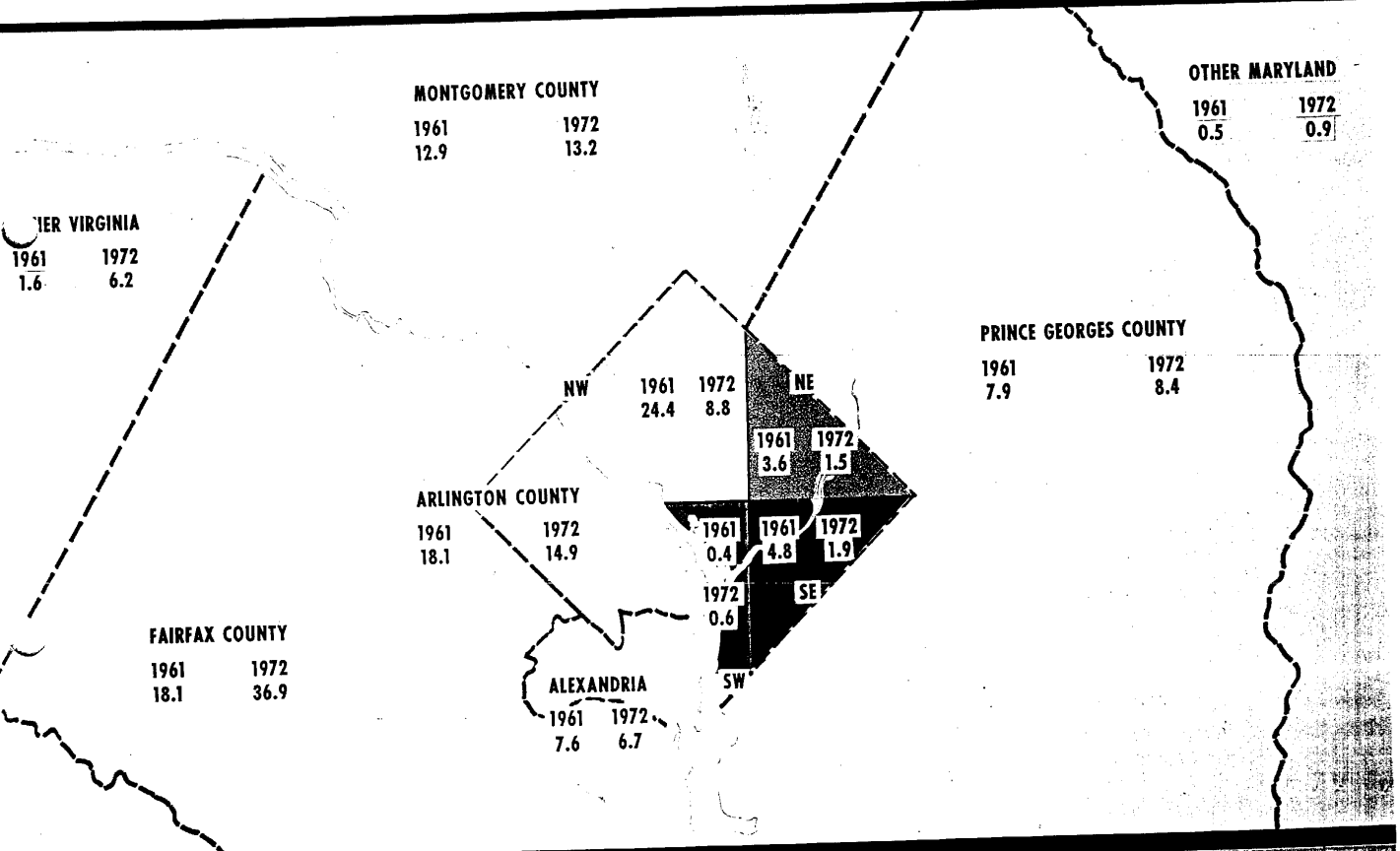
WASHINGTON METROPOLITAN AREA
PERCENTAGE DISTRIBUTION OF AGENCY PERSONNEL



TOTAL VIRGINIA		TOTAL DISTRICT OF COLUMBIA		TOTAL MARYLAND	
1961	1972	1961	1972	1961	1972
45.4	64.7	33.3	12.8	21.3	22.5

PERSPECTIVE-HEADQUARTERS GARAGE